

INTIMATION.



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A. S. WATSON & CO.,
LIMITED,

THE HONGKONG DISPENSARY,
HONGKONG.
Hongkong, 31st May, 1901. [35]

BIRTH.

On the 5th June, at 154, Naminohira Hill, Nagasaki, the wife of R. G. E. Forster, H.B.M.'s Acting Consul, of a son.

DEATH.

On the 16th June, at 230 a.m., ADRIAN WILKINSON, the dearly beloved wife of Edward Wilkin, deeply regretted by her sorrowful Husband, Children and Parents. [144]

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 19th June, 1901

It may not unnaturally have caused a little surprise that at the recent meeting of the Hongkong General Chamber of Commerce certain members should have thought it necessary to attempt to explain away a very reasonable letter of the Chamber to the local Government with regard to the sanitation of the Colony. In particular, those who remember the strong position taken up by the same Chamber in the great plague year, 1894, will wonder what has happened since then to furnish any reason for the timid opinions expressed on the 11th instant. With so excellent a precedent to follow, surely the Chamber had every cause to write as they did in their letter of the 7th instant. The Chairman spoke at the monthly meeting of his "holy horror of interference in any way in local politics." But, after all, the whole point of the Chamber's letter was the serious damage to the trade of Hongkong from the present epidemic. The local Chamber of Commerce, we take it, has among its most important functions the protection of the trade of Hongkong, vitally threatened by the continual ravages of plague on this island. The ratpayers, from whom Sir THOMAS JACKSON thought that such a representation would more fitly come, are not purely commercial. They are all alike, of course, interested in the welfare of the port and in the sanitation of the place in which they live. This, however, does not by any means preclude the commercial community from having a special interest in the question of the Colony's health, and the Chamber of Commerce was well within its rights in addressing the local Government as it did. Even the Chairman expressed the hope that the letter sent in might be productive of much good. We fail to understand, therefore, why any members of the Chamber should have been at pains to minimise its effect.

The reply of the Government to the Chamber's letter is very little to the point.

Undoubtedly many reckless statements have been made in the correspondence columns of the local Press. People suffering under an intolerable state of affairs are not apt to pick their phrases, or even to stop short of exaggeration in presenting their case. Various departments of the Government, however, have not been slow to adopt suggestions conveyed in the "reckless" remarks thus put forward, so that the writers have at least the satisfaction of not having written in vain. We are told that the various matters discussed in the Chamber's letter "have long been subjects of most anxious consideration by those whose professional knowledge and experience best fitted them to advise upon them." This being so, residents in Hongkong would like to see some manifestations of this professional knowledge and experience. Such qualifications cannot well be taken on trust. It is any easy matter for a salaried arm-chair expert to say he has been considering such steps, but if he does not take these steps until their omission has become a widely discussed scandal, he cannot complain that he is not the recipient of public confidence. A little initiative on the part of the Government would do much. But this was true at least seven years ago.

A St. Andrew's Society has been formed at Nagasaki, with Mr. J. Maclean as President. H.M.S. Centurion is expected here in a few days; afterwards proceeding home with Admiral Seymour.

A contingent of time-expired men will leave for home by the P. & O. steamer Japan on the 20th inst.

Yesterday the British hospital ship *Gualior* arrived from Shanghai. The British transport *Umta* left for Taku, and the German gunboat *Geier* departed for Amoy.

The charge against Perry Thomas Crisp, Inspector of Buildings, of accepting a bribe of \$40 will be proceeded with at the Supreme Court at 10 o'clock this morning.

The *Mercury* declares that it has been known in Shanghai for several weeks that Germany intends to continue to maintain a garrison in Shanghai, not for the present, as stated in the telegrams, but permanently.

The Hon. Treasurer of the Alice Memorial and Netherole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Morningside Congregational Church \$80.47
S.S. Edinburgh

A coolie employed at the Hung Hom Docks was killed on Monday while engaged with a number of others in removing a pump from the yard. The platform on which the pump rested gave way, and the coolie tried to catch it as it fell. The weight being too great, it knocked him down, fell on top of him, and killed him instantaneously.

H.E. Sheng, Director-General of Telegraphs, states the *Universal Gazette*, has begun building a cable line from Lachokun, Hupah, along the Hsiao river up to Hsiao, as a supplement to the land telegraph, which cannot always be relied upon to remain free from obstruction or stoppage. The money for the construction of the new cable is to be defrayed by the Telegraph Administration and will not be charged to the Government at all, it being intended as "a present" to the Government from the Telegraph Administration.

Father Barmen of the West Mongolian Mission sent a letter on the 1st April to the Italian Legation in Peking saying that the missionaries daily feared an onslaught, as the troops in the neighbourhood were getting troublesome. According to news brought on the 11th from Tsaiyuan-fu, by the deputy sent by the Governor for the escort of a deputation to Shanghai, 15 of the foreign priests were murdered in Ninghsia-Liang, a place on the border of Shansi and about midway between Yu-Lin and Ninghsia. Not only were the foreigners killed but all the male Christians were annihilated and the girls carried off into the interior of Mongolia. There are two reports as to the perpetrators. One is that the troops of Tung Fushiang and Prince Tuan swooped down on the defenceless foreigners. The other story is that a leader of the Mongolian Princes, who are very angry at peace having been made with the foreigners, rallied an army determined to fight them, and so began with these missionaries.

The following is the programme of an open-air concert to be held at Mt. Austin Barracks, this evening, commencing at 8.30 (weather permitting).

Selection "A Runaway Girl".....Caryll
Band R.W.F.
Comie Song "Waiting for my Mother-in-law".....
"Boy Rowley".....
Glee "The Three Chalkers".....Bishop
B.M. Choir, B'dman Pearce, Sgts. Hunt and Adams
Recitation "The Fight for the Armoured Train".....
Pto. Simpson.
Violin Solo "Mr. Dale R.W.F.".....
"Cambrion War Song".....
Bd. Sgt. Adams.
Trombone Quartette "Das ist der Tag des Herrn".....
Sgt. Hunt, B'dman Thompson, Hughes and Green.
Song "Mama".....
B'dman Pearce.
Selection "Bells of New York".....Herker
Band R.W.F.
Stop Dance "Britannia's Song".....Slaughter
Bd. Sgt. Adams.
Comie Song "Pte. Kent".....Selected
Glee "Mynheer Van Duuc".....Bishop
B'dman Pearce, Sgts. Hunt and Adams.
Descriptive Piece "The Village Musicians".....Mohr
Band R.W.F.
Club Exercise "Farwell Symphony".....Hayden
Band R.W.F.
"God Save the King."

Lieutenant Higgin, Royal Welch Fusiliers, has proceeded to Weihaiwei to take up the appointment of Staff-Captain at that station.

The French Minister to Seoul has presented a note to the Emperor, calling for the strict punishment of the Quelpart rioters.

The *Malay Mail* dwells upon the unhealthiness of Kuala Lipis as the headquarters of the Pahang Government. Mr. Hugh Clifford has been very ill of fever since his return thither.

The direct line of telegraph laid by the Korean Government between Masampo and Pusan was completed on the 28th of May, and opened to traffic on the 31st of that month.

Lieut. G. S. Palmer, 5th L.H.C. has been granted leave from 27th inst. to 24th September, 1901, and Lieut. S. T. Cargill, R.E. from 21st inst. to 29th September, 1901.

It is reported that Henrik Ibsen, the Norwegian poet and dramatist, is suffering from paralysis. His tongue is said to be affected, rendering him almost speechless. It is with the greatest difficulty that he is able to walk. A complete rest is the only essential towards his recovery.

On the arrival of the *Empress of China* at Nagasaki, two Chinese plague suspects were sent off to the Isolation Hospital, and the vessel herself was quarantined for ten days. The Chinese case landed at Shanghai from the *Empress* having proved to be plague, the Japanese authorities determined on vigorous measures.

After the recent *amok* case at Singapore, many are advocating the burial of the corpse of an *amok* with a pig. A correspondent of the *S. F. Press* says—"By using the pig, as suggested, we could prevent him from going to heaven and a would-be *amok* would probably then feel inclined to restrict his murderous instincts."

The Legislature of British Columbia having failed to remove the restrictions imposed upon Japanese residents last year, the Dominion Government will have no other resource but to veto the obnoxious Acts. It is felt that no action by any Canadian province should be allowed to endanger the existing friendly feelings between Great Britain and Japan.

The annual interport races between Yokohama and Kobe were held at Kobe on the 8th and 9th inst. On the first day Kobe was successful in securing the interport prize, while Yokohama won the four. On the second day, in the double sculls the Kobe crew proved the victors after a good struggle by seven lengths. The race for the single sculls proved a fiasco, the Yokohama representative finishing alone.

The new convention between Spain and Japan provides that each of the contracting parties shall accord to the other most-favoured nation treatment in respect of import and export duties except so far as relates to the special advantages accorded by Spain to Portugal. The convention is to remain in operation for five years, and, after that period has elapsed, may be terminated by either of the contracting parties upon a notice of twelve months.

A remarkably interesting series of experiments is being conducted by the United States authorities, in conjunction with the British Government, with a view to determining the utility of a system of submarine signalling. An electric bell is placed below the surface of the water, and when rung it sends sound waves through the water till they meet a delicate receiver hung from the ship's side. Thence the vibration is conveyed to the bridge, where it hits against a bell and rings it. The new system, which has been tried with success at distances up to ten miles, should prove invaluable in foggy weather.

The reason why the warrants issued by the Nagasaki police for the arrest of the captain of the *R. V. F. steamer Vladimir* and the surgeon of the *Saratov* were withdrawn is that the fact has been brought to light that the men who were arrested at the time of the offence were a Russian officer holding the rank of captain and a surgeon, who were passengers on the above-named vessels; and that consequently the captain of the *Vladimir* and the surgeon of the *Saratov* were not connected with the offence for which they had been convicted.

The French loan is a badly mixed-up affair, wrote the Korean correspondent of the *Nagasaki Press* on the 31st ult. I am now told that M. Cazalis in the loan represents the Yunnan Syndicate, a corporation registered in London, three-fifths of the capital of which is held by Britishers, among whom one of the chief is Mr. Pritchard Morgan, honorary Consul-General for Corea at London. So the French have fathered an English loan on Corea and the British are protesting against it. The French Minister has denied the Coreans' request to call it off. His position is that, as the papers have been signed and delivered, the loan must go through. The money will come to Chemulpo as per stipulations and be handed, and the Corean Government can do what it likes with it. In this, M. de Plancy is firm.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 25 fresh cases of plague (24 Chinese, one other Asiatic), with 30 deaths (27 Chinese, 3 other Asiatics, one European). Sapper Lambert and a Portuguese named Da Cruz, of Bridges Street, who were admitted into the Kennedy Town Hospital on Monday morning, succumbed to the disease during the course of the day.

The Japanese boy residing on Pottinger Street, who was admitted into the hospital three days ago, died yesterday morning. All the European patients under treatment are progressing favourably.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 18th June, 7 p.m.

FRESH BOXER DANGER THREATENED.

A military graduate named Tien Lo-sung has collected a large force of Boxers and disbanded soldiers in South-west Chihli and defeated the Imperialist troops in several conflicts. The movement threatens to spread to Shantung.

LONDON, 17th June, 7.30 p.m.

GREAT BRITAIN AND THE IMPORT DUTIES.

It is stated that Great Britain has informed the Powers that she objects to China increasing the duty on imports of opium and rice.

GENERAL NEWS.

LONDON, 17th June, 7.30 p.m.

KAISER UNVEILS BISMARCK STATUE IN BERLIN.

The Kaiser has unveiled a statue of Prince Bismarck in front of the Reichstag building in Berlin, and has placed laurel wreaths upon the statue.

REUTER'S SERVICE.

LONDON, 15th June.

ITALY AND CHINA.

Signor Prinetti, Italian Minister of Foreign Affairs, speaking in the Italian Chamber, said that Italy adhered unreservedly to the Anglo-German agreement concerning China, and that she only desired a settlement at Tientsin and elsewhere as occasion arises.

LONDON, 15th June.

SOUTH AFRICA—ENGAGEMENT WITH DE WET.

General Elliott engaged the Boers under De Wet near Reitz on the 6th instant. After severe fighting the British captured 45 prisoners, and a convoy of 71 waggon. The Boers lost seventeen killed and three wounded, the British, three officers and seventeen men killed, and one officer and twenty-four men wounded.

THE WARMBATHS SURPRISE.

The surprise of the Boers at Warmbaths is now confirmed. It appears that the official denial related only to the statement that it was Boyer's commando concerned.

CHINESE EXCLUSION IN THE STATES.

The Chinese merchants in America are forming a strong movement for a repeal of the Chinese Exclusion Act.

LONDON, 16th June.

SOUTH AFRICA—BOERS SURPRISE A COLONIAL CAMP.

A superior Boer force surprised a camp of 250 Victorians near Middleburg in the Transvaal, on the 12th instant. The enemy crept to within short range, from whence they poured in a deadly fire, killing 11 officers and sixteen men, and wounding four officers and thirty-eight men. Two Pompons were captured. Only two officers and fifty men escaped; the remainder were captured, but afterwards released.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE FLUSHING OF THE SEWERS.

Hongkong, 18th June, TO THE EDITOR OF THE "DAILY PRESS." Sir.—Really the Government ought to "own up" and ask the leading inhabitants to help them out of the present plague crisis. Just fancy after all these years of inaction and incompetence to start flushing drains from the bottom of a hill. It is obvious to all thinking people that if the drains are to be flushed water must be taken to a high level and poured down. It becomes necessary to point out to the "authorities" that water does not flow upwards. It is also necessary to point out that the present "method" of turning a hose into the bottom of a drain can only have the effect of driving the sewer rats to a higher level and thus spreading the plague.

It is known that rats are the chief distributors of plague. Why not make an honest attempt to exterminate rats. Surely someone is responsible for the inaction which is dealing out death, misery, and suffering in our midst. Can any of your readers say who is?—Yours, etc.

PROTEST.

MACAO.

[FROM OUR CORRESPONDENT.]

MACAO AS A RESIDENCE.

The distressing state of overcrowding in Hongkong revealed in the Sanitary Board Committee's report a few years ago has been further accentuated each year as Hongkong attracted to its busy centre the Chinese from the mainland. In connection with the subject of affording healthy residence for the white population of Hongkong, within easy reach of the colony, Macao may be advantageously considered. It cannot be doubted that one who has long resided in both places and who has accordingly had an opportunity to judge of the merits and demerits of the two cities might not unreasonably expect that some faith be given his unbiased opinion. The opinion is one that has been forced upon him in favour of the Portuguese settlement. The conformation of the island of Hongkong and the situation of the city of Victoria cannot be favourably compared with the geographical position of the city of Macao. In the latter place the absence of any lofty hills like the Peak on the one side and Kowloon range on the other and its exposed position to the sea, render it far healthier and cooler. Add to this the smallness of its population, the better class of its native tenements, the cleanliness of its roads and public thoroughfares, and a drainage system better suited to its inhabitants, it must at once become apparent that of the two places Macao as a healthier place of habitation must claim the preference.

On economic grounds also it may be worth the while of many to consider seriously whether it may not be to their advantage to make Macao the habitat for their women-folk and children, leaving the bread-winners to remain at Hongkong. While rents in your port have been systematically increased so as to make them a little less than an extortion from the middle class, it is undeniable that from an hygienic as well as from a moral point of view the quarters now occupied by the veritable "horses of the mill" are in an indirect ratio, as to amelioration, to the exactions forced from them. Since no power will move to check a long admitted evil, it is for the sufferers themselves to devise ways and means to secure the urgently needed reform before any remedial measures are put out of the pale of practicability. That Macao affords the means to such a measure is a conviction that has gradually forced itself upon the minds of those who have given the question serious thought in all its bearings.

THE IMPROVEMENT OF MACAO.

Good building sites can be had here for the mere asking. With the professional instinct of an efficient civil engineer (as the present Governor, H. E. Horta e Costa, is, assisted by a no less talented and energetic official in the person of the director of public works, Mr. A. C. d'Abreu Nunes, the plan (first conceived on the outbreak of plague here in 1896) for the resumption of the insanitary districts and their subsequent improvement has been consistently and energetically carried forward. The result is at once apparent to any casual visitor who might remember the veritable hothouses of diseases in the insanitary districts of Vo-long and the like. Vo-long has now made way for a faultlessly laid out portion of the city situated just before the approach to and to the left of the Avenida da Vasco da Gama. In part the resumed area has been built on, and a considerable section of the remaining portion was recently put up to public auction, when it was knocked down to the Santa Casa da Misericordia, the premium per square metre being 50 cents and the annual Crown rent 30 cents.

A little beyond are situated the hills of Casilha and the Bella Vista as the eminence overlooking the familiar beach of Area Preta is called. Casilha still retains its primitive simplicity. But the bare hillock opposite and to the left of it as one journeys in the direction of Porto de Cerco is in the process of transformation into the "Montanha Russa," as the circuitous promenade built from the base to the top of the little hill has been named. The hand of the artistic engineer is at once seen in this most useful and beautifying public work. The narrow bridlepath that erstwhile answered for the road across Chinese vegetable-gardens leading from the main thoroughfare to Bella Vista has been widened to a 23-foot road and raised to the level of the same. This road, metalled after the most approved style, is a source of no little pleasure to cyclists and beyond and to the seaward side of the Montanha Russa a pleasing surprise awaits the pedestrian and cyclist alike. Riding on the road here is like wheeling on a billiard board, so perfectly has the road been cemented over. Its gentle gradient while causing no effort for its ascent affords a delight in its descent. The expanse of the blue sea so pleasing to the eyes and the briny breeze are not the least of the pleasures that reward a walk along this beautiful road.

It is within sight of this lovely place that a suggestion is offered for a residential district for those people of Hongkong who feel the want of a healthy habitation most acutely, not least amongst them being the Mincenses themselves. No better or healthier locality can be found. Granite is found in sufficient quantity and of good quality on the very sites recommended for building. No steep hill-slopes present themselves—like the building sites of Bowen or MacDonnell Roads in Hongkong—and therefore no massive or expensive retaining walls need be built. The estimated cost for preparing sites for a hundred European villa residences is, as far as can be ascertained, not more than \$10,000. The premium for the land is not likely to exceed five cents per square foot and the annual Crown rent is from 30 to 50 cents the square metre. The stringency of the Hongkong building regulations is not enforced here. There are no costly house drainage system and concreting of ground surfaces. Labour is comparatively cheaper.

In short, all the elements satisfying the conditions of economic politics exist here.

The idea of utilising the waste land of Macao for profitable building operations has already been taken up in certain quarters among the Chinese magnates of Hongkong. Authentic information is, however, lacking for the rumour that the new gambling farmer is formulating a scheme for the purchase of a large portion of Bella Vista with a view to the erection of semi-detached houses, in American style, for European residents, and in conjunction with this plan a hotel will be built within the same site for visitors. If it is to be a *bona fide* enterprise, may success attend the venture; but if the hotel and its adjuncts be utilised for another Monte Carlo, let their existence be relegated to the limbo of unrealistic projects.

A CAFE CHANTANT.

A Spaniard has applied for and obtained the sanction of government for the opening of a *cafe chantant*.

THE SANTA CASA BOARD ELECTION.

The much talked of election of the new board of directors of the Santa Casa came off on Saturday last, the 15th inst. To those who have followed with any enthusiasm the articles appearing in your Portuguese contemporary, especially directed against the retiring Provador, and who were in consequence led into great expectations, the result of Saturday's election must have come as a sore disappointment. At the eleventh hour it seemed patent, as it should have appeared before, to the active canvassers for the overthrow of Mr. Nolasco that the task they had set themselves to put through was not easy of accomplishment. Their real nominee retired to the background, and in order to give the semblance of opposition to an election that would otherwise be robbed of interest, Mr. A. J. Basto was nominally put forward as the contestant against Mr. Nolasco. But to those behind the scenes it was well-known that Mr. Basto never desired the Provadorship to the exclusion of his friend and colleague. His failure (if failure it can be called) when pitted against the tried Provador was, on this occasion, a foregone conclusion. The result of the election is as follows:—Mr. P. Nolasco da Silva, Provador (re-elected); Mr. C. D. Azado, Vice-Provador; Mr. Albino Pacheco, Secretary; Mr. Jose Ribeiro, Treasurer (re-elected).

The ballot showed that Mr. A. C. R. d'Assumpcao was the nominated person for the vice-Prevadorship. This gentleman did not see his way to accept the honour accorded him in his nomination, alleging ill-health as the reason for the rejection of his seat. There were sixty-six voters present at the meeting. The Provador was re-elected by 112 votes. That Mr. Nolasco will justify the wisdom of the electors in reinstating him as the hellman in the most important public institution, next after the Senate, of this city, is the confident belief of his supporters.

A DESERVED DECORATION.

The many friends of Mr. Antonio Joaquim Basto will be pleased to know that this gentleman has been recommended for the Order of the Grand Cross de Comendador. It is the most coveted order in the gift of the Portuguese sovereign to bestow upon any of His Majesty's subjects. Incidentally it may be remarked that no colonial-born, nor indeed any Portuguese colonial governor, has yet been awarded this special mark of royal favour. If Mr. Basto should be signalled out for such rare distinction his continued labours for the good of Macao and his willing assistance on occasions at the sacrifice of his professional practice—to its successive governors will have amply received their just reward.

POLICE COURT.

Tuesday, 18th June.

BEFORE MR. HAZLELAND.

RAIDING A GAMBLING HOUSE.

Inspector Collett's raid on Monday night of a gambling house at No. 240, Queen's Road East, caused a panic among its frequenters. As the inspector entered with some policemen, nearly all the inmates of the room made a break for liberty, three jumped through a window into the street, two only slightly bruising themselves, while the third injured his leg so much that he had to be sent to the hospital. About ten made for the roof of the building, went into the next house and attempted to force their way down into the street, in doing which they destroyed about \$15 worth of furniture. All were caught, and yesterday morning His Worship fined the first three defendants \$10 each, the rest \$2 apiece, while the eighteenth man, who is in a hospital, was let off.

A CASE OF THEFT.

The case of Robert Martin, an English clerk, who is charged with having robbed one T. Lawson of \$310 at the "Star Coffee House," which was remanded for to-day, has again been postponed until Tuesday, the 25th, as the complainant has not yet arrived from Shanghai.

BEFORE MR. KEMP.

USING INSULTING LANGUAGE AND THREATENING.

Miss Calhoun of No. 54, Cochrans Street charged one Mrs. Lopez of No. 50, in the same street with using vile language to her while her father, Filomeno Calhoun, charged Mr. dos Santos Remondos with threatening him with a stick.

The case was thrashed out at length. During the evidence given by both sides it transpired that the feud was an old standing one, but on the whole was only a storm in a teacup. His Worship discharged both defendants.

LATEST STEAMER MOVEMENTS.

The *Shina Line* steamer *Flindshire* from Middlesbrough and London left Singapore on the 17th inst., and is due here on or about the 23rd inst.

The P. M. steamer *City of Peking*, with mails to left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 6th inst. The O. & O. steamer *Adric*, with mails, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 14th inst.

SUPREME COURT.

Tuesday, 18th June.

CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, Kt., C.M.G. (CHIEF JUSTICE).

THE LIST.

There were six cases on the day's calendar—(1) Chan Ching Un, being a member of an unlawful society; (2) Porey Thomas Crisp, (a) obtaining a public servant, and (b) accepting a bribe with a view to influence his conduct as a public servant; (3) Tam Shek Yung, attempted larceny; (4) Lo Yew Hai; (5) Pang Lun, (a) selling counterfeit coins; (b) uttering counterfeit coins; (c) having three or more counterfeit coins in his possession; (d) uttering counterfeit coins; (5) Tam Tsing, giving a bribe to a public servant with a view to influence his conduct.

Hon. H. E. Pollock, K.C. (Acting Attorney-General), addressing his Lordship, said he should like to mention certain cases on the calendar. Case 6 was defended by Mr. Robinson, and he would ask his Lordship to take it after case 1, which would finish that day. Cases 2 and 5 were defended by Mr. Francis; case 2 might be taken immediately after case 6, and case 5 immediately after case 2. Case 3 Mr. Pollock asked his Lordship to take after all the other cases; it would be defended by Mr. Sharp. With regard to case 4, that would be sent back to the magistrate to be re-heard.

His Lordship agreed to this arrangement of the cases.

TRIAL SOCIETY CASE.
Chan Ching Un was charged with being a member of an unlawful society, to wit, the Triad Society. He pleaded not guilty.

The following jury were empanelled:—Messrs. Guilio Budale, Joaquim do Passos Noronha, Cesar Maria Barallos, Christoph Wilhelm Jean Hagelberg, Beltrao Lucas de Carvalho, Viavito Bonifacio de Souza, and Martin Meyer.

Mr. Pollock said the defendant was arrested by Chinese P. S. 254 on 14th May, who on the following day went with the defendant to his house—a mansion near Mong Kok. The sergeant searched the house, and found amongst other things a book wrapped up in a handkerchief with various other books. These books would be proved by a witness for the prosecution, who had made a study of Triad Society doctrines, to be writings of the Triad Society. The Chinese sergeant would prove that he found the books inside the defendant's box, and would also tell that the defendant said the box and all the books were his. A minute afterwards the defendant changed his story and said the book was given to him by a friend. The sergeant said he would like to see the friend, and the defendant then said he had picked up the book from the ground. When taken to the police station and charged, the defendant said he was not a member of the Triad Society, that the book was not his and that he had so many books he did not know the book was mixed up with the others. The defendant had thus given three inconsistent accounts as to how he came by the book, and the jury would have to consider the case from all sides very carefully.

Evidence was then led. The greater part of it was published during the magisterial enquiry. The Chinese police sergeant gave evidence relative to the finding of the book in the defendant's house. He was followed by a Chinese expert in Triad matters. It transpired, however, that the "expert" was really not an expert—that he had had very little experience of Triad literature.

The evidence for the prosecution having thus broken down, the defendant was discharged. **ALLIED BROTHERS or P. Robinson** was charged with giving a bribe to a public servant, with a view to influence his conduct. He pleaded not guilty, and was defended by Mr. E. Robinson, barrister-at-law (instructed by Mr. J. F. Kece).

The jury was made up of the following gentlemen:—Messrs. J. Benjamin, J. S. Ezekiel, S. L. Jenkins, W. F. Gardner, S. G. Nerrall, W. Hardwick, W. A. Sims.

Mr. Pollock addressing the jury, said that Sergeant Watt, who had been a member of the detective staff since 5th October last, was the complainant. Sergeant Watt was specially detailed for duty under the Arms Ordinance, his sole work being to attend to matters under that Ordinance. Sergeant Watt would tell the jury that he knew the defendant, and that he was connected with the Yau Hang arms shop, 322, Queen Road Central. Defendant appeared to have something to do with the management of that shop. Since Sergeant Watt started his duties under the Arms Ordinance, the master of the Yau Hang had been convicted no less than 34 times for breaches of the Arms Ordinance. In each of these cases Sergeant Watt was the complainant. Defendant was a public servant, and he was always called up to the Central Police Station to apply for removal permits. These permits were usually issued by the Captain Superintendent of Police or by the Deputy Superintendent of Police. Since 5th October, 1900, however, applicants had been always referred to Sergeant Watt, and several applications have been refused on the report of Sergeant Watt. The evidence would show that on the 5th inst. Sergeant Watt went to the Harbour Office and waited on the east side. He saw the defendant and a man named Kung On coming towards him. Kung On was a room-boy at the European sergeants' and constables at the Central Police Station, and would be a witness for the prosecution. The defendant and Kung On came up to where Sergeant Watt was standing, and the defendant said something in Chinese which Sergeant Watt partly understood or at least understood, from his knowledge of Chinese, to mean that the defendant was mentioning something about percussion caps. Sergeant Watt also heard the defendant say, in Chinese, "I'll give him \$30 for each box of caps." The defendant further made mention of a name which, it appeared, was Chinese for Messrs. Lantz, Weygand, and Company. After this conversation had taken place, Sergeant Watt took Kung On to tell the defendant to go away and the latter went off. On the following day, the 6th inst., somewhere about half past eight in the evening, Sergeant Watt was coming up the verandah of the Central Station from the canteen, accompanied by Lance-Sergeant Kerr, when Kung On and the defendant came up from the opposite side of the compound. Kung On called out, "Watt," and the sergeant stopped. Kung On and the defendant came up to Sergeant Watt, and all three proceeded towards the back of the building. In conversation Sergeant Watt learnt that the defendant was coming up on the Saturday about permits for seven cases of percussion caps. The defendant then handed a Chinese envelope to Kung On, and the latter passed it to Sergeant Watt. The envelope, which was closed up when Sergeant Watt received it, would be produced in Court. The defendant immediately afterwards left the

station, and King On went upstairs. Sergeant Watt opened the envelope at ten o'clock on the morning of the 7th in the detective office in the presence of Inspector Hanson. Inside the envelope he found two banknotes—one for \$100 on the Chartered Bank of India, Australia, and China, and the other for \$50 on the National Bank of China. Sergeant Watt took the envelopes and notes and reported the matter to Captain Superintendent May. The notes were subsequently handed to Deputy Superintendent Badoley. That, concluded Mr. Pollock, was the story that would be told by Sergeant Watt, and his evidence would be corroborated by the evidence of Kung On, the room-boy at the Central Police Station.

Sergeant Watt then gave evidence, and was cross-examined by Mr. Robinson. Complainant said it was he, not Kung On, who arranged the trap for the defendant. It was originally intended that he should meet the defendant at the German Tavern, but that plan was subsequently altered to the Harbour Office. Complainant did not know who arranged that he should meet the defendant at the German Tavern; he was told by Kung On that that was the place. Kung On escorted the "bird" to the Harbour Office. Complainant did not know the Chinese for "aerated-water machine," nor did he know the Hong name for Leopold Spatz and Co. Complainant did not know whether that firm sold hand-machines for the manufacture of aerated waters. He knew nothing about the aerated water business, nor of the profits to be derived from the trade. Complainant knew nothing of an arrangement whereby he and Kung On and the defendant were to go shares in an aerated-water business; that was the first he had heard of it.

Kung On gave corroborative evidence. He said the defendant one day asked him—"Can you tell the sergeant not to trouble my arms shop, and I am willing to give him a hundred dollars?" Defendant called at the Central Police Station on the 4th inst. and asked witness—"Did you enquire of the police sergeant about that matter for me?" Witness replied that he had, and that the police sergeant had said he would see about it. On the 5th inst. witness went to the Yau Hang arms shop and saw the defendant, to whom he said, "If you want to see the police sergeant go to the Harbour Office, where the sergeant is waiting for you." Defendant and witness went to the Harbour Office together where they saw Sergeant Watt. The defendant mentioned that he wanted a permit to remove a number of boxes of percussion caps from Messrs. Lantz, Weygand & Company's premises to his shop in Queen's Road, and that he would get them quietly to Canton from there. Defendant said he would give the sergeant \$30 a case. At the Central Police station on the morning of the 6th inst., the defendant said if he got a permit from the sergeant he could smuggle the caps to Canton.

By Mr. Robinson—Witness did not know how long defendant had been in the colony. Witness had been for nine years room boy at the Central Police Station. Whether Sergeant Watt would or would not accept a bribe was not for witness to say. Defendant, anyway, did not say anything about a bribe, nor was anything said about a partnership for the sergeant in an aerated-water business. Witness had never been connected with a yamen, and could not say whether or not it was the custom in China for people to give money to public officials. Witness did not know that Sergeant Watt was anxious to catch the defendant. He told the defendant that the sergeant, when money was mentioned, had said—"All right," but could not say whether or not the defendant would have paid out any money had the sergeant said it was not all right. Witness did not speak familiarly to Sergeant Watt at any time, and never addressed him by his surname only.

Sergeant Morrison said that on the evening of the 6th inst., about 9.15, Sergeant Watt showed him a small Chinese envelope. Robinson had no questions.

Chief Detective Inspector Hanson remembered Sergeant Watt coming into the detective office at the Central Police Station on the morning of the 7th inst. with a closed envelope in his hand. The envelope, when opened, was found to contain two banknotes to the total value of \$150.

No questions by Mr. Robinson. By his Lordship—Witness drew up the charge against the defendant by direction of the Captain Superintendent of Police.

Chung Chau King, sergeant interpreter at the Central Police Station, said he took down the following statement by the defendant when he was charged—"I did not give him (complainant) money."

This concluded the evidence, and the jury retired to consider their verdict. They returned after an absence of two minutes, and the foreman said they were unanimous in finding the defendant guilty.

Sentence was passed of nine months' hard labour.

HONGKONG GENERAL CHAMBER OF COMMERCE.

The following is the correspondence referred to at the monthly meeting of the Chamber of Commerce on the 11th inst.:

MEDICAL INSPECTION OF PASSENGERS.

Hongkong General Chamber of Commerce, Hongkong, 1st June.

SIR,

In July 1897, this Chamber, in response to a request by the Government for its opinion on the subject of the medical inspection of shipping entering the waters of this Colony, made the suggestion that, in view of the steady increase of the tonnage in this port, it was becoming necessary for the Health Officer to give undivided attention to his shipping duties, adding that, whenever the post should fall vacant, its next occupant should not be allowed to engage in private practice.

Since those suggestions were thrown out, and in spite of the fact that the trade of the port has continued to increase, while the recurring outbreaks of plague in various ports have added greatly to the work of the Health Officer, no further assistance has been allotted to that official, with the result that steamers are not infrequently detained through inability to board them promptly on arrival. The annoyance to passengers and the loss to ship-owners consequent on these detentions have been growing more and more pronounced; and in illustration thereof I am instructed to forward, for the information of the Government, the enclosed copy of a letter recently received from the Superintendent of the Peninsular and Oriental Steam Navigation Company on the subject.

This letter has been submitted by the Chamber to all the Shipping Firms and Steamship Agencies in the port, who unanimously concur in the suggestions made therein as promising temporary relief pending the appointment of a second or assistant Health Officer.

There is ample work for two doctors in this department. The tonnage of the port has doubled within the last twenty years, as will be seen by the following figures, taken from the Harbour Master's annual returns of the shipping trade of the Colony:—

	1880, tons.	1890, tons.
Vessels entered...	4,185,845	9,052,501
Vessels cleared...	4,174,149	9,048,308

Yet the machinery for medically inspecting the shipping remains on the same scale now as it was in 1880, and the expenditure on the Department is practically allowing for advances in price, unaltered. In the opinion of the Committee there should be two Medical Officers permanently employed, and giving the whole of their time to the work, unless perhaps the right of private practice among the shipping be conceded to them.

Since, however, the medical staff of the Government is now already much overmanned and the exigencies of the public health demand the exercise of all their energies, the Committee agree with Mr. Ritchie that temporary measures might be adopted for the moment. They strongly endorse his suggestion that the vessel carrying any vessel carrying a duly qualified surgeon, provided such master is prepared to sign a certificate (countersigned by the surgeon) if required, that there is no sickness of an infectious nature on board, should thereupon be permitted to proceed to his berth or moorings. This would materially help, under present circumstances, to prevent much unnecessary delay and consequent loss to the shipping.

I have the honour to be, Sir, Your most obedient servant,

R. CHATTERTON WILCOX, Secretary.

The Acting Colonial Secretary.

(Enclosure.)

Peninsular and Oriental S. N. Co. 17th May, 1901.

DEAR SIR,

I beg to draw the attention of the Chamber to the pressing need there is for improvement in the manner in which the medical inspection of shipping-visiting this harbour is carried out. In the hope that the Committee will agree on the present incumbent as the Secretary of the Chamber, I have the honour to inform you which exists for the revision of a system which is entirely inadequate for the present-day requirements of this important centre of commerce.

The main defect in the system is the fact that, notwithstanding Hongkong has attained the distinction of ranking as the third port in the world in point of tonnage, the duties of the Boarding Medical Officer still remain in the hands of a private practitioner. I am anxious of disclaiming any intention of casting a reflection on the present incumbent as the Secretary of the Chamber, but in his letter to the Colonial Secretary, dated 19th July, 1897, pointing out how necessary it was for the Boarding Health Officer to give undivided attention to the shipping duties, a necessity which increases with the growth of the port, but the disadvantages of the present arrangement are manifest. A Medical Inspector Officer with private practice, however conscientiously he endeavours to perform his duties, must at times neglect either his private patients or his harbour work.

During the time quarantine was recently imposed on arrivals from Singapore, there were several instances of avoidable and wholly unnecessary detention to mail and other steamers and their passengers through the failure of the Medical Inspector Officer to board the vessels on anchoring in the quarantine ground. The Government, realising that the delivery of Mails was liable to delay from this cause, notified the Agents of the Mail Lines that the Mails and the Post Office Officials, who take charge of the Mails from Singapore, were to be allowed to land before arrival of the Health Officer, provided the Medical Officer of the port certified that the latter were well and free from infectious disease.

The cases of the Royal Mail steamers *Coromandel* and *Balaarat* illustrate very forcibly the evils and possibly very serious consequences caused to Mail steamers at this port of call, where every hour is precious, through delay on the part of the Boarding Health Officer in attending to his duties.

The *Coromandel* with the outward Mail, passed Gap Rock at 4.15 a.m. on April 15th, showing Mail signal lights, which were duly acknowledged. At 4.18 a.m. the *Coromandel* anchored in quarantine ground with the yellow flag flying, as there was a case of suspected chicken-pox, which is both contagious and infectious, on board. Not until 10.6 a.m. did the Health Officer board the *Coromandel*. As the Health Officer was doubtful whether the case, which was landed and sent to the Civil Hospital, might not prove to be small-pox, he insisted on all passengers being vaccinated before disembarkation, much to their dissatisfaction. After diagnosis at the Hospital the case was declared to be *impetigo contagiosa* (a form of ringworm), and at 4.45 p.m. the *Coromandel* was granted pratique, but it was not until 5 p.m. that she was able to commence discharge at the wharves. By dint of working all through the night the vessel succeeded in completing her discharge and continuing her voyage at 3.10 p.m. on Sunday, April 14th. The limit of time according to Mail Contract for arrival of the Mails at Shanghai was 2 p.m. on Wednesday 17th April. The *Coromandel* fortunately was favoured with fine weather and succeeded in saving her time, but had she encountered fog it would have been impossible to have done this, and the Company would have been fined a fine of £500, and what a matter of more serious moment to them, their reputation for punctuality in the delivery of His Majesty's Mails would have been impaired. Had the Health Officer boarded the *Coromandel* immediately on anchoring and granted pratique she should have been alongside the wharf by 10 a.m., and could have proceeded at daylight on the following day, working up for the *Coptic*, sailing at noon on the 13th April, several of whom were unable to proceed owing to the detention, and a Military Officer for Transport *Forward*, which sailed in the afternoon.

The case of the *Balaarat* is as follows:—The vessel's signals were answered from Gap Rock Station at 5 a.m. on the 26th April, and she anchored in the quarantine ground at 7.25 a.m., but was not visited by the Health Officer until 8.35 a.m. The *Balaarat* had had a mild case of small-pox on board, a native fireman who had been taken sick before the vessel arrived at Colombo, and was, I am informed, convalescent. This man was landed into hospital and the vessel was not granted pratique until 5.40 p.m., giving her barely time to berth alongside the wharves in daylight.

This letter is not written with the object of criticising the Health Officer's methods in dealing with a vessel when in quarantine, but

LIFE AND VIGOUR FOR THE HAIR.—The only article which really possesses nutritive virtues for stimulating, and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes scurf, harshness, dryness, prevents the hair being injured by illness, and should always be used for children's hair; no other article imparts such a beautiful and dressy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it; also in a golden colour for fair hair. Sold by Stores and Chemists.

to demonstrate how absolutely necessary it is that the Health Officer should give his undivided attention to his shipping duties.

Whether an official Boarding Health Officer be appointed or whether the duties remain in the present hands, it would, I submit, be desirable to give larger powers to the Masters of vessels carrying qualified surgeons; otherwise, to carry out the duties efficiently, a staff of boarding officers would be required.

Dr. Clarke, the Medical Officer of Health, advocated this himself in his Report on the Health of the Colony for the year 1897, as the following extract from the Quarantine Regulations proposed by him in the Report will show:—

"And provided also that the Boarding Medical Officer may, in his discretion, omit such general medical inspection of the passengers and crew and of all other persons on board, upon the production of a certificate in the form set forth in the schedule attached hereto, duly signed by the master of the vessel and countersigned by the surgeon to the effect that there has been no case of sickness of an infectious nature during the voyage, and that the said surgeon has seen every person on board during the twelve hours immediately preceding the visit of the Boarding Medical Officer, and is satisfied that they are all in good health."

In allusion to this, Dr. Clarke pointed out "that all the Mail steamers, including P. & O., O. & N. P. C. P. M. N. D. L., and the Holt, Shire, Glen and probably other Lines carry surgeons. It will be seen that not many of the 13 steamers which enter this port daily will need a very prolonged visit from the Boarding Medical Officer."

As already stated in this letter, the Mail Sorters, who in times of epidemic in Singapore would not improbably render an infected master doubtful that they are allowed to leave the vessel before she is boarded by the Health Officer, provided the ship's surgeon certifies they are free from infectious disease, and in accordance with Dr. Clarke's recommendation, I would suggest that this power be extended, and provided the master of a vessel arriving from an infected port is prepared to sign a certificate, countersigned by the surgeon, that there is no sickness of an infectious nature amongst the crew or the passengers, the vessel should be allowed to proceed direct to the wharves, or to her moorings, where the certificate could be handed to the Boarding Health Officer, or perhaps to the Harbour Police.

In the case of a vessel arriving with infectious disease on board, I would beg to recommend for consideration the suggestion that arrangements should be made for telegraphing the fact from Gap Rock from the South and Waglan from the North. This could be done by a simple code of signals arranged from the Mercantile Code flags. On passing the signal station the vessel would fly a flag, under the yellow flag, denoting a vessel which would signify that, say, suspected case of small-pox or plague was on board, as the case might be, and the Health Officer would then know exactly how to act, taking lymph with him, if required. In such cases the Government should insist that the Health Officer must visit the vessel immediately on anchoring.

I had originally intended to ask the representatives of the various Lines concerned to co-operate with me in a joint appeal, but have been unfortunately prevented from doing so by pressure of work and fully realising, as I do, the importance of quick despatch to Mail steamers and other vessels and that no avoidable or unnecessary delay should be incurred when passing through this port, especially at this time of the year when fogs are so prevalent on the China Coast, I considered the purpose would be served more expeditiously and as effectively by placing the matter before the Committee of the Chamber, on which shipping interests are so prominently represented, and begging them to represent to the Government the necessity which exists for placing the medical inspection of shipping in this harbour on a more satisfactory footing without delay.

I am, Dear Sir, Yours faithfully,

H. A. RITCHIE, Superintendent.

R. C. WILCOX, Esq., Secretary, Hongkong General Chamber of Commerce.

PROHIBITION OF CHINESE IMMIGRATION. Hongkong, 3rd June.

SIR,

We solicit the good offices of the Chamber of Commerce in representing to the local Government the hardship entailed upon all engaged in the trade by the prohibition of immigration of Chinese to the Straits as notified in the local Press of the 29th ultimo. Not only is such a drastic measure opposed to the Venice Convention, but it is difficult to understand what good can possibly be expected from it. The accepted theory that persons suffering from plague show unmistakable signs of the disease within ten days of its inception led to the regulation that steamers arriving at Singapore from Hongkong within that period should be detained in quarantine until the ten days had elapsed from the commencement of the voyage, and an examination of passengers before allowing them to land in Singapore would consequently seem to be sufficient safeguard against the introduction of the pest. All native passengers have to be passed by the Health Officer of the port before steamers leave the waters of this colony.

Last year, we were informed by the Straits Government, but representations to the Secretary of State for India that it was contrary to the Venice Convention resulted in the restrictions being removed; and we suggest that in the same way the Government here be asked to at once represent the matter to the Secretary of State for the Colonies with a view to the speedy cancellation of the existing prohibition against Hongkong.

We are, Sir, Yours obedient servants,

DAVID SASSON, SOHNS & CO., Agents Apur Line of Steamers. H. A. RITCHIE, Superintendent P. & O. S. N. Co. JARDINE, MATHESON & CO., General Managers, Indo-China S. N. Co., Limited. BUTTERFIELD & SWIRE, Ocean S. S. Co. China Navigation Co. Agents of the N. E. Orient Line. Tankeo Sugar Refry.

BRADLEY & CO., Agents Straits Steamers. MEIKEN & CO., Agents Nord. Lloyd. East Asiatic Co.

THE SECRETARY, Chamber of Commerce Hongkong.

THE SANITATION OF THE COLONY. Hongkong, General Chamber of Commerce, Hongkong, 6th June, 1901.

SIR,

I have the honour to transmit, for the consideration of His Excellency the Governor, copy of a letter addressed to this Chamber by the Shipping Firms and Agencies interested

in the passenger traffic between this port and the ports of the Straits Settlements.

In forwarding this communication, I am directed by the Committee to express their concurrence with the views set forth therein as to the unnecessary interference with trade involved in the action of the Government of the Straits Settlements by prohibiting Chinese immigration into their ports.

There would appear to be no warrant for such drastic measure in the Venice Convention, and nothing is to be gained by throwing new impediments in the way of this traffic. If quarantine is imposed, that will involve the detention of the steamers for several days, sufficient time to ensure that the immigrants have not the germs of plague in them, which should be ample precaution against the introduction of the disease into the Settlements.

I have the honour to be, Sir, Your most obedient servant,

R. CHATTERTON WILCOX, Secretary.

Hongkong General Chamber of Commerce, Hongkong, 7th June.

SIR,

The present severe epidemic of Bubonic Plague, which seems now to have become an annual visitation, presents so serious a menace to the general prosperity of this port and Colony, that in the interests of trade my Committee deem it their duty to make such representations to the Government as they trust may lead to the adoption of every measure practicable calculated to limit the spread of this disease.

I am therefore directed to point out that although it is now seven years since the disease first appeared in a fatally epidemic form, and notwithstanding all the experience gained, alike of its fatal character and rapid spread and of a serious allocation of business and special loss to the shipping trade, the authorities are now practically as helpless in its presence as they were in the memorable year 1894. The numbers of cases, now as then, are little in excess of the numbers of deaths; the exodus of the Chinese has, as then, commenced, and on a formidable scale; and the influence of the pest seems now to be even more marked than in 1894.

It is unfortunately true that medical science has not yet discovered any means of successfully grappling with the plague, but that fact should not stand in the way of measures being taken to arrest its spread, or of the adoption of such precautions in the handling of the sick, the cleansing of drains and houses, and the inspection of slums, as might tend to curtail the ravages of this scourge within certain limits.

The loss sustained by the suspension of immigration, the imposition of quarantine at neighbouring ports on arrivals from Hongkong, the reduction in imports and exports, and the diversion and restriction of trade generally, constitute a serious drain upon the commercial community, the more disquieting since it threatens to be of annual recurrence.

The Committee are loth to intervene in any matters even apparently outside the domain of trade, but this question is so intimately bound up with the welfare of this great port that they feel it would be a grave omission did they fail to point out how, in their opinion, the Government have made themselves largely responsible for the sad state of things prevailing.

It is very necessary to refer to the speech of the Medical Officer of Health on the drainage system at the last meeting of the Sanitary Board, when proposing the following resolution:—

"That the Board recommend the Government to utilise all the fresh water which now runs to waste in the trained and untrained nullahs of the city by building dams and forming tanks for the automatic flushing of the sewers and storm-water drains."

Dr. Clark then enumerated a number of recommendations made by Mr. Osbert Chadwick in 1892, all of which were necessary, but few of which had, up to the present moment been carried into effect, while in most instances they had been simply ignored.

Thus, with regard to the separate system of drainage, most unhappily introduced into the colony, one of Mr. Chadwick's recommendations was that flushing tanks for sewers to be filled by the flow in the nullahs should be erected. The Committee, while opposed to the separate system as eminently unsuited to the circumstances of this colony, recognise that, if the system has to be endured, its evils will clearly be mitigated by provision being made through the frequent and copious flushing of the sewers, and they regret that this obvious fact was not also long since recognised by the Government.

Other recommendations made by Mr. Chadwick were:—(1) The formation of continuous back alleys; (2) the provision of 600 cubic feet of space per head in all rooms sub-divided by cubicles; (3) the formation of a fund to carry out large sanitary schemes; (4) the construction of all roads of drains prior to the sale of the building lots; (5) the acquisition by Government of all existing public latrines, their reconstruction, and the provision of more; (6) the abatement of the nuisance caused by hawkers squatting in the public streets; (7) the increase of the market accommodation; and (8) the provision of public bath-houses with a good supply of water, (which last suggestion the Committee note with satisfaction) is now being acted upon with good result. The report in which the following recommendations were embodied concluded with the following remarks, which, in the light of subsequent events, were most prophetic:—"I trust that even should the suggestions be found undesirable or impracticable, my report will show the necessity for strong and complete measures of sanitation, and I trust that they will be undertaken for the immediate benefit of the public health without waiting for the necessity to be demonstrated by the irresistible logic of a severe epidemic."

As Dr. Clark truly remarks:—"The logic came two years later when the necessity for these reforms was demonstrated by an outbreak of bubonic plague in epidemic form. Almost all these matters are crying needs in Hongkong nineteen years after this report was written."

In the opinion of the Committee, the colony possesses in the Medical Officer of Health a valuable and energetic officer, whose untiring efforts to promote the sanitation of the city merit every encouragement; whereas, his recommendations, like those of Mr. Chadwick, have been frequently ignored, shelved, or pared down when adopted.

My Committee desire to draw attention to the folly of allowing the prejudices of officials, the fear of expense, of the dread of unofficial

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opposition to stand in the way of the execution of sanitary measures which are known to be necessary and which have been insisted upon time after time by experts. If any doubt be entertained as to the practicability of expediting or otherwise of such recommendations no time should be lost in referring them to a higher authority for decision. The time has now arrived when vigorous action should be taken to secure the continuance of the progress of the Colony, and adequately protect the great commercial interests so adversely affected by these disastrous annual epidemics.

I have the honour to be, Sir, Your most obedient servant,

R. CHATTERTON WILCOX, Secretary.

Colonial Secretary's Office, Hongkong, 13th June, 1901.

SIR,

I am directed to acknowledge the receipt of your letter of the 7th instant, and to inform you that His Excellency the Governor joins with the Chamber of Commerce in the regret that here, as in India, the anxious efforts of the Government have failed to control Bubonic Plague, or to materially check its ravages.

As to the various matters on which the Committee of the Chamber of Commerce have been good enough to give their views, they have long been subjects of most anxious consideration by those whose professional knowledge and experience best fitted them to advise upon them, and some have been dealt with by the Legislative Council. His Excellency would suggest that as the Chamber of Commerce is directly represented in the Council, it should request its representative to bring its views before that body, where the grounds for assumptions which appear to have been somewhat hastily adopted may be clearly stated and fully answered. His Excellency instructs me to add that nothing could more contribute to the commercial losses pointed out in the fourth paragraph of the letter than reckless statements, some untrue, and others greatly exaggerated, that have appeared from time to time in the public Press; and the apparent acceptance of these statements by the members of the Committee of the Chamber of Commerce, without investigation or adequate knowledge, is not calculated to ally facts that, if continued, may permanently affect the prosperity of this Colony, dependent as it is upon the business incidental to a great shipping port of call. The Governor observes with satisfaction that the Committee of the Chamber of Commerce are prepared to accept cheerfully the increased taxation that will probably be necessary to meet the heavy expenses of contemplated measures for the general improvement of sanitation.

I have the honour to be, Sir, Your most obedient servant,

T. SERGEANT SMITH, A. G. Colonial Secretary.

THE SECRETARY, Chamber of Commerce.

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T. SERGEANT SMITH, A. G. Colonial Secretary.

THE SECRETARY, Chamber of Commerce.

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NEW ADVERTISEMENTS

NOTICE.

THE undersigned beg to tender their most heartfelt thanks to all the sympathisers in their bereavement and to the numerous friends who so kindly attended the funeral ceremonies of the late lamented ADELIN WILHELMINE HERBST.

E. HERBST and CHILDREN.
Mr. & Mrs. F. W. HEURMANN.
Hongkong, 19th June, 1901. [1536]

NOTICE.

THE CHINA EXPORT-IMPORT AND BANK CO. beg to tender their best thanks to all who have shown their sympathy in attending at the funeral of the late Mr. ERNEST KARL THONERT.

Hongkong, 19th June, 1901. [1537]

TO LET.

CRINGLEFORD, ROBINSON ROAD, and THE CASTLE, CASTLE ROAD.
Apply to—
Linstead & Davis.
Hongkong, 19th June, 1901. [1538]

MARINE FRANCAISE.

ESCADRE DE L'EXTREME-ORIENT.
Il sera procédé le 19 Juin, 1901, à 3 heures, au Consulat de France à Hongkong à l'adjudication de la fourniture de Vivres de Campagne à livrer aux bâtiments de l'Escadre de l'Extrême-Orient.

Le marché à intervenir sera payable du 7 Juillet, 1901 au 7 Janvier, 1902.

Les personnes qui désirent soumissionner trouveront au Consulat de France, le cahier des charges relatives à la fourniture.

Hongkong, 19th June, 1901. [1535]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE "LYEEMOON,"
Captain Th. Lehmann, will be despatched for the above port on FRIDAY, the 21st instant, at 3 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to—
SIEMSEN & CO., Agents.
Hongkong, 18th June, 1901. [1539]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SEATTLE VIA SHANGHAI AND JAPAN.
THE Company's Steamship

"HYSON,"
Captain J. S. Hoeg, will be despatched on SATURDAY, the 22nd instant, taking Cargo to Seattle and Overland Points, U.S.A., via Great Northern Railway at current rates.

For Freight, apply to—
JARDINE, MATHESON & CO., Agents.
Hongkong, 19th June, 1901. [1533]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"PERLA,"
Captain G. T. Blackland, will be despatched as above on MONDAY, the 24th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to—
SHEWAN TOMES & CO., General Managers.
Hongkong, 19th June, 1901. [1534]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship

"ANPING MARU,"
Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 3rd July, at DAYLIGHT.

For Freight or Passage, apply to—
THE MITSUBI BUSSAN KAISHA, Agents.
Hongkong, 19th June, 1901. [19]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship

"KUMSANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 20th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by—
JARDINE, MATHESON & CO., General Managers.
Hongkong, 18th June, 1901. [1531]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 25th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notices of same sent to this Office before the 14th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 18th June, 1901. [1539]

NEW ADVERTISEMENTS

TUITION.

A YOUNG ENGLISH LADY desires to give Elementary and Progressive LESSONS in VIOLIN and PIANO. Intending Pupils can apply by letter to—
"T."
Care of Daily Press Office.
Hongkong, 19th June, 1901. [1540]

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Company's Steamship

"GLENESK,"
Captain J. Rafferty, will be despatched for the above ports on the 11th July.

For Freight or Passage, apply to—
McGREGOR BROS. & GOW, Agents.
Hongkong, 18th June, 1901. [1532]

AUCTION.

THE Undersigned have received instructions from the Indian Commissariat Department to Sell by Public Auction, TO-DAY (WEDNESDAY), the 13th inst., at 2.30 P.M., at Lai Chi Kok, a Quantity of HAY in Bales and Loose, more or less damaged.

Also
TWO LARGE MATSHEDS, erected only a few months.
A Steam-launch will leave Blake Pier at 1.45 P.M., to convey intending Purchasers.

Terms:—As usual.

HUGHES & HOUGH, Government Auctioneers.
Hongkong, 14th June, 1901. [1499]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Indian Commissariat Department to Sell by Public Auction, TO-DAY (WEDNESDAY), the 13th inst., at 2.30 P.M., at Lai Chi Kok, a Quantity of HAY in Bales and Loose, more or less damaged.

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A Steam-launch will leave Blake Pier at 1.45 P.M., to convey intending Purchasers.

Terms:—As usual.

HUGHES & HOUGH, Government Auctioneers.
Hongkong, 14th June, 1901. [1499]

THE Undersigned have received instructions from the Indian Commissariat Department to Sell by Public Auction, TO-MORROW (THURSDAY), the 20th inst., at 2.30 P.M., at their Sales Rooms, Lee House Street, SUNDRY HOUSEHOLD FURNITURE.

Comprising:—
Double and Single IRON BEDSTEDS with WIRE and HAIR MATTRESSES, TEAKWOOD SIDEBOARD with GLASS, BOOKCASES, CHEST OF DRAWERS, GLASS and CROCKERY WARE, CARPETS, RUGS, STOVES, SHANGHAI BATHS, PICTURES, &c., &c.

Also
A Quantity of BLACKWOOD FURNITURE.

And
One PLEMOGRAPH, One GRAPHO. PHONE, &c., &c.

Terms:—As Usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 18th June, 1901. [1527]

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Hongkong, 18th June, 1901. [1527]

TO LET.

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IMMEDIATE POSSESSION, ONE LARGE GODOWN, No. 85, PRATA EAST.
Apply to—
I. P. MADAR, Victoria Hotel.
Hongkong, 8th June, 1901. [1450]

TO LET.
No. 2, QUEEN'S GARDENS, till 15th August, 1901, FURNISHED.
Apply to—
S. J. DAVID & CO.
Hongkong, 8th June, 1901. [1451]

TO LET.
(From 1st April next).
TWO SPACIOUS GODOWNS, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and situated at Bt. CHEN'S BAY on M. Lot 243.
Apply to—
JOSEPH & CO., 1, Duddell Street.
Hongkong, 26th March, 1901. [865]

TO LET.
A HOUSE in RIFON TERRACE.
HOUSES at LIGHTON HILL.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd May, 1901. [168]

TO LET.
TWO ROOMS on the GROUND FLOOR, BELLIS TERRACE, No. 6, with Dependencies.
Apply to—
J. ULLMANN & CO., 74, Queen's Road Central.
Hongkong, 1st June, 1901. [1460]

TO LET.
POSSESSION APRIL 1st.
NO. 1, STEWART TERRACE.
Apply to—
J. W. NOBLE.
Hongkong, 8th March, 1901. [661]

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER, 2, Fiddler's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY, "VERITAS,"
BEACH ROAD WEST, FELIXSTOWE, SUFFOLK, ENGLAND.
Hongkong, 28th August, 1900. [73]

NOTICES OF FIRMS
NOTICE.
THE Business of TAYARES, ROZARIO & CO. will in future be carried on under the name of TAYARES & CO. HANG TAI YONG HONG.

Mr. V. A. ROZARIO having retired from our Firm, his Interest and Responsibility Ceased from this Day.

F. G. PLACE TAYARES.
Canton, 15th June, 1901. [1518]

NOTICE.
MY INTEREST AND RESPONSIBILITY in the Firm of TAYARES, ROZARIO & CO. having CEASED, I shall from this Day carry on the Business of MERCHANT & COMMISSION AGENT under the Style or Name of "V. A. ROZARIO & CO."

V. A. ROZARIO.
Canton, 15th June, 1901. [1519]

A. S. WATSON & CO., LIMITED.
DURING the Absence of Mr. A. H. MANCILL, the Company's Secretary, from the Colony, Mr. J. A. TARRANT is Authorised to Sign "FOR SECRETARY."

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 13th June, 1901. [1437]

NOTICE.
THE Interest and Responsibility of Mr. FREDERICK EDWARD RICHARDS in our Firm at this Port, Colombo, and London, CEASED by Mutual Consent on the 5th inst.

DODWELL, CARILL & CO., Fochow.
Fochow, 7th June, 1901. [1458]

NOTICE.
WE have this Day Authorized Mr. WILHELM NAGEL to Sign our Firm per PROCURATION.

LEOPOLD SPATZ & CO.
Hongkong, 17th June, 1901. [1526]

BAILEY & MURPHY.
CONSULTING ENGINEERS AND SURVEYORS,
60 & 62, DES VUEX ROAD.
Telephone No. 187. Telegrams "Contract."
W. S. BAILEY, M.I. MECH. E.
E. O. MURPHY, WH. SC. A.M.I. MECH. E.
Hongkong, 4th January, 1901. [13]

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAUTE, WEGENER & CO., Sole Agents.
Hongkong, 17th May, 1895. [1271]

INSURANCES

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.
Hongkong, 29th May, 1895. [31]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELL.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [164]

"L'UNION"
FIRE INSURANCE COMPANY, LD. (Established 1828).
THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.
Hongkong, 1st August, 1900. 2794

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"L'UNION"
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HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

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Hongkong, 12th June, 1901.

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THE STORY OF A HIDDEN
FACE.

J. MARSHALL MATHER
(Author of "Lancashire Lights," &c.).

The voice of the clergyman had ceased, and the mourners were slowly disappearing in scattered groups into the valley below. The level rays of the afternoon sun cast long shadows from the headstones, and the fallen leaves tessellated the long grasses that grew rank above the underlying dead. Silence fell, the silence of God's earth, and no sound was heard save that of the sexton's shovel as he battened down the sod upon the newly-made grave, and of the wind as it sighed among the withering foliage of the trees.

I was slowly pacing the flagged path beneath the church, awaiting the Vicar who was detained in the vestry. I had been called to attend the funeral in my official capacity as lawyer to the estate of the deceased lady, and we were both due at the house for the final settlement of affairs. A remarkable funeral it had been, for not a single relation, friend or collateral, was among the mourners. Unasked, however, the villagers had wept their tears and shown their spontaneous sorrow, for she had been a friend to the poor, a help to the needy, and an inspiration to the sad.

In a little while the Vicar stepped from beneath the porch, and dismissing the carriage that awaited us, he declared his preference to cover the distance on foot. At first he was distraught and silent; but as the road became more rough he linked his arm in mine and leaned heavily upon me for support, saying as he did so, "A heavy veil is taken away."

"What was the mystery of the veil?" I asked. "I do not know," was the reply. "She never took me into her confidence, and I never trespassed upon her privacy." And once more the old man relapsed into silence.

The shadows lengthened and the gloom deepened. A sea of mist crept up from the valley, and droops of moisture fell from the leafless boughs of the over-lunging trees. The breath of the year's last hours wrapped us round, and its congenial decay met our eye.

Once more breaking the silence, the old man continued, "She was always known among us as the Veiled Lady. As far as I know no one ever looked upon her features; and although there was many a surmise as to what she was like, it was surmise only. There were some who said she was pretty; but why should prettiness be hidden? Others declared her face to be disfigured either by disease or by accident; but this was also conjecture. The superstitions said she wore a veil in fulfilment of a vow. Some supposed the custom to be the outcome of eccentricity or harmless insanity. But of this latter you may at once dismiss your mind, for a sane woman never breathed. Anyway, there is the fact—she lived among us for thirty years, and neither man, woman nor child ever looked into her eyes, or met her face to face."

Here the Vicar paused as though for breath, but in a little while continued, "At first there were few of us who noticed the veil, for it was winter time when she came among us, and we supposed she wore it for protection from the weather. When spring returned, however, and summer followed spring, and the veil remained unmoved, and when it was whispered that she was also veiled in the house, then gossip began to be rife, and exaggerated stories multiplied. We were told that the shadowy creature languished in folds before her face in the morning so that no sunlight ever kissed her cheeks; that she wore it throughout the day in parlour and chamber alike, speaking to the servants from behind its folds, and even retiring to rest beneath its shadow. No wonder the villagers began to view her with superstition and with awe, and for some time she was under a ban."

"And no wonder," I said. "I confess to having had the same feelings myself in my business transactions with her." The Vicar smiled and said, "Though I never saw her face, she was the most lovable woman I ever knew, and we all learned to love her. Her voice was sweet, her speech over cheerful; charitable, gentle, and as full of ministering as an angel, she soon laid us all under a spell. The children who at first fled from her presence sought her path and followed her; the sick anticipated her visitations, finding ease from their pain in her touch, and solace from their suffering in her speech. But none of us ever saw beneath the veil. Her name we knew, her nature we knew, but her face remained undoubted, and many declared that a soul so beautiful must have a face to match."

"But all curiosity was not so easily allayed, I suppose," I said. "No," was his reply, "there were men and women of the baser sort whose curiosity was cruel, and whose inquisitiveness was hard to lay. These would subject her to vulgar stare, as though with an evil eye to pierce the crease and read its secret. I have known them follow her and waylay her in her walks, hoping that some breath of wind would lift her veil and give them a glimpse of her face. Once or twice they were rebuffed, but the love of the solitude of the moors, a rule and creed hand was stretched out to tear aside the covering. But the hand was stayed—it might have been as if by divine interposition. What transpired none ever knew, but the racial returned home in abject terror, and from that day she was safe from molestation."

"And those most in her confidence remained in ignorance?" I asked. "I believe they did," was the Vicar's reply. "I myself was often with her, but never heard her once allude to her face, or to her mysterious habit. Nor did Dr. Welbeck, her medical attendant. He never even saw her face, although he visited her during two or three severe illnesses. If anyone was in the secret it was her old housekeeper, companion and friend, Mrs. Boothby, whom we shall see in a few minutes; but if so the secret has been well kept."

By this time we were approaching the house where the veiled lady had lived. It stood upon an eminence, and was built of red brick with turrets and gables, and arched windows, all ivy-grown, and rich with the colours of the dying sun. It was a solemn aspect as though recovering from its loss. The mist was beginning to creep around its base, and a few belated birds wheeled about its roof. In one or two of the windows lights glimmered, otherwise there were no signs of life. All was hushed and dreary.

Slowly walking up the avenue we entered the main porch, and found tea provided for us in the morning-room. But it was a melancholy meal. Mrs. Boothby was all that, and the conversation between the Vicar and myself was forced. The spirit of the veiled lady seemed to haunt the room. I am far from being a nervous man, or imaginative either; but I confess that more than once I started as my fancy saw her peering through the doors, or gliding amid the deepening shadows, her face darkened by that awful veil. Despite the warmth of the fire and the comfort of the room, a chill crept over me and my appetite forsook me. I felt that the house was haunted, that the dead still walked, and that the mystery of thirty years hung over all like a shroud.

All three of us seemed heartily pleased when the meal was over, and when we adjourned to the library to examine the deceased lady's documents. There is nothing like work for dispelling illusions. The moment I began to handle the parchments, and con the correspondence, the land of shadows departed; I saw no more ghosts, heard no more voices, but settled down into the hard practical man of business that I knew myself to be. Our task was greatly facilitated by the business methods of her whose deeds we were inspecting. Everything was clear and concise, and after provision for the old servants her fortune was to be devoted to the charitable and educational institutions of the county, with strict injunctions that no stone was to mark her resting-place, the Vicar and myself being left as executors of the estate.

The clock on the mantel-piece was pointing to the hour of nine as we laid aside our last papers, and prepared to depart. A storm had sprung up without, an autumn storm of unusual violence, and the rain was lashing the window-panes while the wind swept the dead leaves with many a varied sound around the angles of the house. Once more I became conscious of that awe which had primed me during the tea-hour. There was an eerie air about this old library, and its sombre fittings; from the shelves the volumes looked down in silence, and the heavy drawn curtains hung like the trappings of the dead. On the table the lamp threw a halo of light intensifying the outer darkness, while the fitful play of the fire flung grotesque shadows into the farthest recesses of the gloomy room. Although the storm howled without, I must admit that I was glad the time of visit had been so late, and so was the Vicar; and we hastily made preparations to depart.

But this was not to be as yet, for Mrs. Boothby in her quiet, ladylike manner had once more been detected, informing us that she had to fulfil the dying request of her late mistress, namely, to remove the mystery of the veil.

Mrs. Boothby was no ordinary servant. She was a woman of refinement and education, and although a retainer had been more of a companion and a friend. Seventy winters had not dimmed her eyes, nor had the snow upon her brow whitened the russet upon her cheeks. She was slight in build, nimble in step, quick in observation, and of rare intelligence of mind. Hers had been a family faith—belief in, and devotion towards, her dear lady as she called her. The less she felt keenly, but being a brave woman she stifled her moan, and hid her tears. We soon found there had been no secrets between them. In all her mistress' sufferings she had suffered, and in all her afflictions she had been afflicted. Heavy had been the burden, but love had strengthened the shoulders, and now the burden of the mystery was about to be rolled away.

(To be continued.)

PUBLIC COMPANY

THE HONGKONG COTTON SPINNING,
WEAVING AND DYING
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held in the Office of the General Managers, on THURSDAY, the 27th JUNE, at 4 o'clock, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st May, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 27th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 11th June, 1901. [1439]

LOST.

A LIGHT-BROWN SCOTCH COLLIE,
BITCH.

Willing to pay a small Reward.

H. E. KROL.

Hongkong, 15th June, 1901. [1505]

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Hongkong, 18th March, 1901. [782]

IMPORTANT.

WE have just received a New and Large Stock of PROVISIONS, including BOVIL, BOTTLED FRUITS, TINNED FRUITS and Varieties of SYRUPS and LEMON SQUASH and CORDIALS for cooling and refreshing purposes in the hot season.

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Hongkong, 17th June, 1901. [1520]

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Hongkong, 16th September, 1899. [1509]

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H. KUSAKABE & CO., HONGKONG. [1253]

THE HONGKONG RIFLE ASSOCIATION.
MEMBERS are hereby notified that the Range is CLOSED at present, and will not be re-opened before end of this month.
ALEX. MACKENZIE,
Hon. Secretary. [91]
Hongkong, 15th June, 1901.

FOR SALE.
EUROPEAN HOUSES at LEIGHTON HILL ROAD, 80% of the Purchase Money can remain on Mortgage on Tontine System. A Person with a very small saving can purchase one of these.
A. RUMAHN. [1377]
Hongkong, 29th May, 1901.

SINGING, PIANO, MANDOLINE, AND GUITAR.
SIGNOR CATTANEO, having returned to the Colony, has resumed Tuition. TERMS:—\$10 per Month. (Two LESSONS PER WEEK). Application may be made by intending Pupils through the ROBINSON PIANO CO. Hongkong, 22nd April, 1901. [1073-1]

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HOE NEWSPAPER
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Hongkong, 1st April, 1901.

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All kinds of Oil Paintings and Photographic Enlargements.
39A, TOP FLOOR, QUEEN'S ROAD CENTRAL. Opposite to Chas. J. Gump & Co. Hongkong, 20th March, 1901. [737]

NOTICES TO CONSIGNEES
STEAMSHIP "SALAZAR."
COMPAGNIE DES MESSEAGERIES MARITIMES.
CONSIGNEES of Cargo from London, ex s.s. *Pei Ho*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. TO-DAY, the 16th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 24th inst., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 24th inst., or they will not be recognized.
All damaged packages will be examined on MONDAY, the 24th inst., at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 16th June, 1901. [2]
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.
THE Steamship
"MARIA VALERIE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
This Vessel brings Cargo:—
From Venice, ex s.s. *Massimiliano*, transhipped at Trieste.
From Trieste, ex s.s. *Imperator*, transhipped at Bombay.
Optional Cargo will be discharged here, unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd June, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd of June will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.
Hongkong, 17th June, 1901. [6]

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA,"
Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th June will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th June, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 12th June, 1901. [1492]

FROM HAMBURG, ANTWERPEN, ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"WURZBURG."

Captain Schuder, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 15th June, 1901. [1513]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ."

Captain Fuchs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 10th June, 1901. [1492]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"GLAUCUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 15th instant.
Optional Cargo will be landed unless notice has been given prior to steamer's arrival.
Goods undelivered after the 20th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th instant.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th June, 1901. [15]
OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ALCINOUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 18th inst.
Optional Cargo will be landed unless notice has been given prior to steamer's arrival.
Goods undelivered after the 22nd inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th inst.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1901. [15]
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FOR YOKOHAMA AND KOBE.

THE Steamship

"INDIA."

Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 22nd of June, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd June will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.
Hongkong, 15th June, 1901. [6]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 22nd inst. at Noon.
LONDON	MAHARAJA	Brit. str.	—	J. S. Storer	Butterfield & Swire	On 25th inst.
LONDON	GLUGARRY	Brit. str.	—	C. C. Talbot, R.N.R.	McGregor Bros. & Gow	On 28th inst.
LONDON	JAPAN	Brit. str.	—	J. Rafferty	P. & O. S. N. Co.	On or about 29th inst.
LONDON & ANTWERP	GLUGARRY	Brit. str.	—	J. Rafferty	McGregor Bros. & Gow	On 11th July.
LONDON	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 15th July.
LONDON	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 23rd July.
LIVERPOOL	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On or about 15th July.
BREMEN VIA PORTS OF CALL	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 27th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POSE, &c.	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 29th inst. at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 1st July, at 1 P.M.
HAYRE & HAMBURG	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 12th July.
HAYRE, BREMEN & HAMBURG	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 23rd July.
HAYRE & HAMBURG	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 9th Aug.
HAYRE & HAMBURG	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On or about 20th inst.
NEW YORK	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 10th July.
NEW YORK VIA SUEZ CANAL	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On or about 1st Aug.
NEW YORK VIA SUEZ CANAL	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	Quick despatch.
NEW YORK	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 26th inst.
VANCOUVER, VIA SHANGHAI, &c.	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On or about 10th July.
VANCOUVER, VIA MOIJI, &c.	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 24th inst. at 4 P.M.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 28th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 27th inst. at Daylight.
SAN FRANCISCO VIA SHANGHAI, &c.	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 4th July, at Noon.
SAN DIEGO, &c. VIA MOIJI, &c.	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	To-morrow.
AUSTRALIAN PORTS	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 28th inst. at Noon.
AUSTRALIAN PORTS	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On or about 14th July.
SEATTLE VIA SHANGHAI & JAPAN	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 22nd inst.
YOKOHAMA & KOBE	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	To-day, P.M.
KOBE & YOKOHAMA	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	To-morrow, at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 21st inst. at Noon.
SHANGHAI	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 21st inst.
SHANGHAI	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 22nd inst. at 3 P.M.
SHANGHAI	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 22nd inst.
SHANGHAI & JAPAN	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On or about 28th inst.
ANPING, VIA SWATOW & AMOY	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 26th inst.
FOOCHOW VIA SWATOW & AMOY	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 3rd July, at Daylight.
TAMSAI VIA SWATOW & AMOY	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 22nd inst.
MANILA	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 21st inst. at 4 P.M.
MANILA	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 24th inst. at 5 P.M.
MANILA	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On or about 14th July.
BOMBAY, VIA SINGAPORE & COLOMBO	GLUGARRY	Brit. str.	—	J. Rafferty	Butterfield & Swire	On 21st inst. at Noon.

SHIPPING.

ARRIVALS.
 June 17, KUMHANG, British str., 2,078, E. J. Baller, Singapore 12th June, General.—JARDINE, MATHESON & CO.
 June 17, ELITA NOSSACK, German str., 1,151, H. Bounh, Chinkiang 12th June, General.—EAST ASIATIC TRADING CO., LIMITED.
 July 17, HUKAK, British str., 1,158, Thorger, Chinkiang 13th June, General.—BUTTERFIELD & SWIRE.
 June 18, CHOWSANG, British str., 1,194, J. Payne, Shunghai and Swatow 17th June, General.—JARDINE, MATHESON & CO.
 June 18, TAIKANG, British str., 1,544, Bowker, Canton 17th June, General.—JARDINE, MATHESON & CO.
 June 18, KWANGLEE, British str., 1,407, R. Lincoln, Shanghai 14th June, General.—CHINESE.
 June 18, CHINKIANG, British str., 1,266, E. Stringer, Wuhu and Chinkiang 14th June, General.—BUTTERFIELD & SWIRE.
 June 18, KOHSHIANG, Ger. str., 1,291, Louss, Bangkok 11th June, Rice.—BUTTERFIELD & SWIRE.
 June 18, WAMPONG, British str., 1,110, Laver, Amoy 16th June, General.—BUTTERFIELD & SWIRE.
 June 18, SADO MARU, Japanese str., 3,858, W. Thompson, Singapore 13th June, General.—NIPPON YUSEN KAISHA.
 June 18, YUENSANG, British str., 1,124, P. H. Rolfe, Manila 15th June, General.—JARDINE, MATHESON & CO.
 June 18, YAWATA MARU, Jap. str., 2,367, A. E. Moses, Australia and Manila 16th June, General.—NIPPON YUSEN KAISHA.
 June 18, PENARTH, British str., 1,950, W. H. West, New Zealand 13th June, Coal.—BRITISH GOVERNMENT.
 June 18, GWALIOR, British hospital ship, 2,225, Wilson, Shanghai 15th June.

CLEARANCES.

At the Harbour Master's Office.
 18th June.
 Kwanglee, British str., for Canton.
 Chinkiang, British str., for Canton.
 Chinkiang, British str., for Canton.
 Whampoa, British str., for Canton.
 ELITA NOSSACK, German str., for Canton.
 India, Austrian str., for Singapore.
 Thales, British str., for Swatow.
 Tsuruhiko Maru, Japanese str., for Formosa.
 Hongkong, French str., for Haiphong.

DEPARTURES.

June 17, FRIANT, French str., for Yokohama.
 June 18, GIER, German gunboat, for Amoy.
 June 18, UMTA, British transport, for Taku.
 June 18, PERU, Amr. str., for San Francisco.
 June 18, KWANGLEE, British str., for Canton.
 June 18, AICHOUS, British str., for Shanghai.
 June 18, CHARTERHOUSE, Brit. str., for Amoy.
 June 18, CHUANCHOW, Brit. str., for Amoy.
 June 18, FUSHUN, British str., for Shanghai.
 June 18, TAINANG, British str., for Swatow.
 June 18, KAGOSHIMA MARU, Jap. str., for Moji.
 June 18, PROGRESS, German str., for Tournon.
 June 18, LILIAN, Russian str., for Saigon.

VESSELS IN DOCK.

18th June.
ABERDEEN DOCKS.—Sankoku.
KOWLOON DOCK.—U.S.S. Bennington, Burnside, Union, Iris, Juno, Zaire, Hallon, Simongan, St. Enoch.
COSMOPOLITAN DOCK.—Colonies, Manchou, Rei Hoo.

SHIPPING REPORTS.

The British steamer Whampoa, from Amoy 12th June, had fresh breezes, cloudy and rainy weather.
 The British steamer Yuensang, from Manila 15th June, experienced moderate winds and sea throughout the passage.
 The German steamer ELITA NOSSACK, from Chinkiang 12th June, had light winds and fine weather up to 16th; the last day strong breeze and rough sea, rain squalls.
 The British steamer Kumsang, from Calcutta, Penang and Singapore 12th June, had moderate S. to S.W. monsoon throughout with occasional heavy showers of rain and moderate sea.
 The British steamer Chinkiang, from Wuhu and Chinkiang 14th June, had light variable winds and clear weather to Turnabout; thence fresh S.W. to S. and S.E. winds and moderate sea till arrival.
 The British steamer Kusan, from Chinkiang 13th June, had fine, clear weather, light variable winds to the Brothers; thence to port strong S.S.W. and S.W. wind with heavy rain showers and moderate sea.
 The British steamer Kwanglee, from Shanghai 14th June, had light northerly winds and fine, clear weather to Peshans; thence to Brothers moderate S.S.W. winds and overcast sky; thence to port strong S.W. winds with hard squalls and heavy rain.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM TO YOKOHAMA AND KOBE.
 THE Company's Steamship

"MARIA VALERIE,"
 Captain Berberovich, will leave for the above places TO-DAY, the 19th inst., P.M.
 For Freight or Passage, apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 12th June, 1901. [6]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
 IN CONNECTION WITH THE
 ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
 HONGKONG TO SAN DIEGO
 AND SAN FRANCISCO,
 VIA INLAND SEA OF JAPAN AND
 HONOLULU.
 TAKING CARGO AND PASSENGERS
 TO JAPAN PORTS AND
 HONOLULU.
 THE UNITED STATES,
 MEXICO, CENTRAL AND SOUTH
 AMERICA, &c.
 S.S. "BELGIAN KING" About 20th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOIJI, KOBE and YOKOHAMA on or about 20th June.
 Through Bills of Lading issued to any point in the United States.
 Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
 Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
 For further information as to Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents,
 Hongkong, China and Japan.
 Hongkong, 16th May, 1901. [14]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship

"YUENSANG,"
 Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M.
 This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 17th June, 1901. [1524]

THE OSAKA SHOSHEN KAISHA, LIMITED.
 FOR TAMSUI VIA SWATOW AND AMOY.
 THE Company's Steamship

"DAIJIN MARU,"
 Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 23rd inst.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 17th June, 1901. [17]

THE OSAKA SHOSHEN KAISHA, LIMITED.
 FOR ANPING (VIA SWATOW AND AMOY).
 THE Company's Steamship

"MAIDZURU MARU,"
 Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 26th June.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 13th June, 1901. [18]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 25th June } Freight.
SAMBIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 12th July } Freight.
WUERZBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 26th July } Freight.
ACILIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 9th Aug. } Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 13th June, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	KOBE and YOKOHAMA	THURSDAY, 20th June, at 4 P.M.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at 4 P.M.
A. E. Moses	HAMA	NOON, 21st June, at 4 P.M.
MIKE MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 21st June, at 4 P.M.
M. Yagi	COLOMBO	NOON, 21st June, at 4 P.M.
RIJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOIJI and YOKOHAMA	MONDAY, 24th June, at 4 P.M.
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th June, at DAYLIGHT.
G. Anderson	SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 15th June, 1901.

A. S. MITHARA,
 Manager. [13]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ SUNDAY } { E. R. Dowell, R.N.R. }	About 22nd June	Freight or Passage.
LONDON, &c.	{ PARRAMATTA } { E. T. Cook, R.N.R. }	Noon, 22nd June	See Special Advertisement.
SHANGHAI AND MALACCA	{ E. G. Andrews }	About 28th June	Freight or Passage.
JAPAN	{ JAPAN } { C. C. Talbot, R.N.R. }	About 29th June	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE,
 Superintendent. [1]

Hongkong, 15th June, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June, 1901.
 "EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.
 "EMPRESS OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 7th Aug. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey as compared with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route enhance its PALATIAL STEAMSHIP (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"TARTAR" 4,425 Tons. Comdr. G. D. Bowles, R.N.R. About WEDNESDAY, 10th July.
 Taking Cargo and Passengers for all points in CANADA and UNITED STATES.
 In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 Pender's Street.
 Hongkong, 8th June, 1901. [10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SACHSEN	THURSDAY, 27th June.
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

ON THURSDAY, the 27th day of June, 1901, at Noon, the Steamship "SACHSEN" of the Norddeutscher Lloyd, Captain H. Supper, with MAILS, PASSENGERS, GEAR, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 25th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 26th June, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 25th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$250, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.
 Hongkong, 14th June, 1901. [9]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	June 28th
OLYMPIA	2,837	J. Truebridge	July 16th
GLENGOLE	3,750	W. Frakes	July 26th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESSES carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	OUTWARDS.	TO
GLASGOW and LIVERPOOL...	"EXION"	On 20th June.	
GLASGOW and LIVERPOOL...	"PELEUS"	On 23rd June.	
GLASGOW and LIVERPOOL...	"DEUCALION"	On 2nd July.	

FOR	STEAMERS	HOMEWARDS.	TO
LONDON	"MACHAON"	On 25th June.	
LONDON	"PROMETHEUS"	On 15th July.	
LONDON	"ALCINOUS"	On 23rd July.	
LIVERPOOL Direct (London East)	"GLAUCUS"	About 15th July.	

S.S. "PROMETHEUS," from GLASGOW and LIVERPOOL, has arrived, and will leave for JAPAN on the 18th inst.
S.S. "GLAUCUS" from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI on the 18th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th June, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
TIENTSIN	"NANCHANG"	On 21st June.
SHANGHAI	"WHAMPOA"	On 22nd June.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, TOWN		
SVILLE, BRISBANE, SYDNEY		
and MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.
THE Company's Steamship
"GLENARTNEY,"
Captain Warner, will be despatched as above on or about the 20th June, 1901.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 18th May, 1901. [1289]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"PARRAMATTA,"
Captain R. T. Cook, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 22nd June, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 10th June, 1901. [1]

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AIRLIE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 27th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 11th June, 1901. [1427]

FOR LONDON.
THE Company's Steamship
"GLENARLY,"
Captain J. S. Stevenson, will be despatched as above on the 28th June.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 30th May, 1901. [1381]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
CLAYBANK, British str., J. Barker.—Dodwell & Co., Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migue. Orta.—Brandes & Co.
EVIE J. RAY, American barque, Kater.—Sander, Weller & Co.
RANZA, British str., Arnot.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GALIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 23rd Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.

THE O. & O. S. S. Co.'s Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 27th June, at Daylight, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via a Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchandise Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd June, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"LOWTHER CASTLE" ... 30th June.
"HUDSON" ... About 17th July.
"HEATHBURN" ...
"JUPITER" ...
"SATSUMA" ...
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 24th May, 1901. [878-1194-888]

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMB, PONDIC, EREY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MAESELLS, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, ALZO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st July, 1901, at 1 p.m., the Company's Steamship "SYDNEY" Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MAESELLS via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 30th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th June, 1901. [2]

THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANT" will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 14th June, 1901. [1273]

FOR NEW YORK

THE 3/4 A.I. American ship

"L. SCHEPP" will load for the above port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd June, 1901. [1414]

Prometheus, British str., 5,570, Day, May 28
Butterfield & Swire
Riojan Maru, Jap str., 2,979, Ohno, June 16
Nippon Yusen Kaisha
Sabine Rickmers, British str., 690, Naslet, June 9
Arnold, Karberg & Co
Sado Maru, Jap str., 3,858, Thompson, June 18
Nippon Yusen Kaisha
Sandakan, Ger. str., 1,374, Brandstetter, June 6
Melchers & Co
Simoes, Dutch str., 1,818, Sandman, April 18, China
Tachlow, German str., 862, Behr, June 14
Butterfield & Swire
Taiyuan, British str., 1,459, Nelson, June 15
Butterfield & Swire
Taksang, British str., 977, Baker, June 16
Jardine, Matheson & Co
Thales, British steamer, 836, Robson, June 16
Douglas Lapraik & Co
Trym, Norwegian str., 710, Dale, June 10
A. E. Marly
Tsoruhiko Maru, Jap str., 1,240, Kigami, June 14
Jardine, Matheson & Co
Whampoa, British str., 1,109, Laver, June 18
Butterfield & Swire
Wurzburg, Ger. str., 2,367, Moses, June 18
Melchers & Co
Yawata Maru, Jap str., 2,367, Moses, June 18
Nippon Yusen Kaisha
Yuensang, British str., 1,128, Rolfe, June 18
Jardine, Matheson & Co
SAILING VESSELS.
Celest Barrill, British ship, 1,764, Jeffy, May 28, Order
Holliswood, Amr. bark, 1,084, Knight, June 14, Order
M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Co, Limited
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master
Sussex, British bark, 1,212, Guthrie, May 17, Master

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrit, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Taku
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai
Aretusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Woosung
Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Charr, R.N., at Chinkiang
Astraea, cruiser, 4,360 tons, 10 guns, 5,000 h.p., Captain C. J. Baker, at Shanghai
Aurora, cruiser, 5,600 tons, 12 guns, 5,600 h.p., Capt. E. H. Bayly, C.B., at Woosung
Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Weihaiwei
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. P. H. Henderson, C.M.G., at Woosung
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Lenke, at Wuhu
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wray, Bart., at Hongkong
Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei
Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, C.B., at Taku
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Hongkong
Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tillard, at Woosung
Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Hongkong
Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai
Fama, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong
Firebrand, gunboat, 455 tons, 4 guns, 340 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Canton
Glory, battleship, 12,950 tons, Captain Frederick S. Inglefield, at Yokohama
Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking
Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Shanghai
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong
Hermione, cruiser, 4,350 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cammell, at Shanghai
Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Hongkong
Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Shanghai
Janna, torpedo-boat destroyer, in reserve, at Hongkong
Kinsha, river gunboat, Lieut. Comdr. G. B. Powell, on Yangtze
Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy
Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei
Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung
Otter, torpedo-boat destroyer, Lieut. Comdr. C. P. Maudslayi, at Weihaiwei
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Tongku
Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Com. A. H. Oldham, at Singapore
Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei
Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cowper, at Kiangling
Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, Kitching
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Godfrey G. Webster, West River
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, on West River
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. R. W. Dalgety, at Shanghai
Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong
Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong
Talbot, cruiser, 5,690 tons, Capt. F. G. Stopford, at Yokohama
Tamar, receiving ship, 4,600 tons, 6 guns, Comandore Francis Powell, C.B., at Hongkong
Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei
Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong
Waterwitch, surveying ship, 620 tons, 4501 h.p., Lieut. Comdr. W. O. Lyne, at Labuan
Wivron, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. Mackenzie, at Weihaiwei
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. W. B. Watson, at Woosung
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, at Fackow

HONGKONG STEAMERS.

Anping Maru, Jap str., 1,038, Atsumi, June 15, Mitsui Bussan Kaisha
Babelberg, Ger. str., 1,320, Beckmann, June 14, Butterfield & Swire
Belgian King, British str., 2,170, Chieiss, June 13, Butterfield & Swire
Benharig, British str., 1,452, Brobie, June 14, Bradley & Co
Burnside, Amr. str., 1,400, Laffin, April 14, U.S. Government
Chinkiang, British str., 1,260, Stringer, June 18, Butterfield & Swire
Choyang, British str., 1,194, Payne, June 18, Jardine, Matheson & Co
Devonshire, British str., 2,384, Conll, June 17, Standard Oil Co
Duke of Fife, British str., 2,416, Cox, June 15, Dodwell & Co, Limited
Elita Nossack, Ger. str., 1,161, Bruhn, June 18, East Asiatic Trading Co, Limited
Empress of India, British str., 5,003, Marshall, June 17, C. P. E. Co
Faneang, British str., 1,410, Mitchell, June 14, Jardine, Matheson & Co
Glaucus, British str., 3,591, Thompson, June 13, Butterfield & Swire
Hongkong, French str., 862, Pannier, June 16, A. R. Marly
Hunan, British str., 1,158, Thorgier, June 18, Butterfield & Swire
India, Austrian str., 1,794, Ghezze, June 15, Sander, Weller & Co
Indravelli, British str., 3,152, Craven, June 10, Shevan, Tomes & Co
Kashan, British str., 1,158, Sanderson, June 16, Butterfield & Swire
Kohsiang, German str., 1,291, Leuss, June 18, Butterfield & Swire
Kamsang, British str., 2,076, Buller, June 18, Jardine, Matheson & Co
Kyoto Maru, Jap str., 1,639, Sakurai, June 12, Order
Luosok, German str., 1,020, Fuchs, June 12, Butterfield & Swire
Maria Valeria, Austrian str., 2,648, Berberovich, June 17, Sander, Weller & Co
Munich, German str., 4,691, Krebs, May 28, Melchers & Co
Nanchang, Brit. str., 1,062, Finlayson, June 7, Butterfield & Swire
Oak Branch, British str., 2,064, Schell, June 12, Dodwell & Co, Limited
Obi, British steamer, 1,951, Pinkham, June 11, M. B. Kaisha
Pakshan, British str., 1,235, Ferris, June 17, Bradley & Co

INTIMATIONS

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th January, 1901. [339]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for dock and boilers.
Call Flag W.

J. W. KEW, Manager,
20, Des Voeux Road.
Hongkong, 18th December, 1900. [1498]

ON SALE.

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

A LECTURE

BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.

Hongkong, 20th April, 1901. [1079]

OREGON LUMBER.

THE Undersigned, being closely connected with the shipping MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [5]

C. E. WARREN, BUILDING CONTRACTOR.

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED.

Sanitary Board Notices require prompt attention. Agent for MOSAIC TILES. Prices on Application. [99]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.
Hongkong 3rd October, 1900. [75]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. A.B.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 89 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 261 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length ... 371 feet.

Length on Blocks ... 359 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [611]

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